APPENDIX E

SCOPING MEETING PRESENTATION

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SCOPING MEETING

Bay Area to Central Valley High-Speed Train Program EIR/EIS

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SCOPING PROCESS

- **Scoping Objectives**
  - Identify Affected Public and Agency Concerns
  - Ensure Draft Program EIR/EIS Adequately Addresses Relevant Issues
- **Period:** November 15—December 16
- **Web-Based Commenting**
- **Written Comments**
- **Scoping Report**

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STATEWIDE PROGRAM EIR/EIS

Preferred Alignments and Stations

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PROJECT SPONSORS

- **California High-Speed Rail Authority**
  - California Environmental Quality Act (CEQA) Lead Agency
- **Federal Railroad Administration**
  - National Environmental Policy Act (NEPA) Lead Agency

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PURPOSE OF STATEWIDE SYSTEM

- The purpose of the proposed HST system is to provide a reliable mode of travel, which links the major metropolitan areas of the state, and delivers predictable and consistent travel times.

- A further objective is to provide an interface with commercial airports, mass transit and the highway network and relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources.

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NEED FOR STATEWIDE SYSTEM

- Future Growth in Demand for Intercity Travel
- Capacity Constraints That Will Result in Increasing Congestion and Travel Delays
- Unreliability of Travel Stemming from Congestion and Delays, Weather Conditions, Accidents, and Other Factors Affecting Quality of Life and Economic Well-Being of Residents, Businesses, and Tourism in California
- Increasing Frequency of Accidents on Intercity Highways and Passenger Rail Lines in Congested Corridors of Travel
- Reduced Mobility as a Result of Increasing Demand on Limited Modal Connections Between Major Airports, Transit Systems, and Passenger Rail in the State
- Poor and Deteriorating Air Quality and Pressure on Natural Resources as a Result of Expanded Highway and Airports

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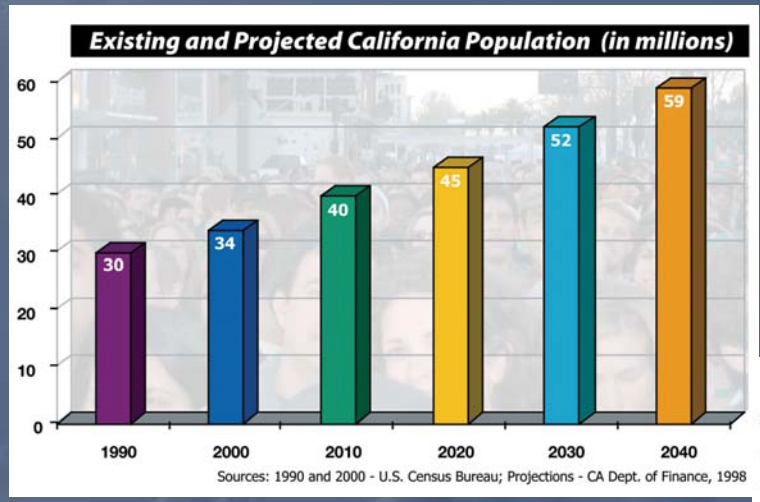
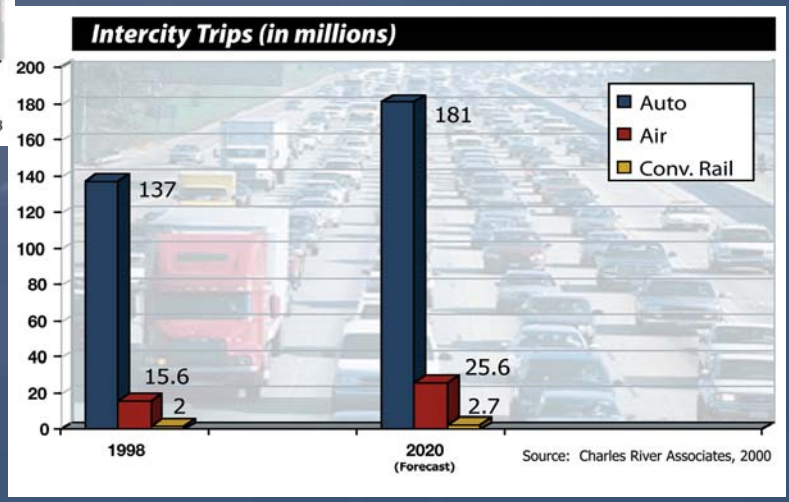
PURPOSE AND NEED





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PROJECT ALTERNATIVES

- **No-Build Alternative**
  - Programmed and Funded Improvements
- **Bay Area to Central Valley High-Speed Train Alternatives**
  - HST Alignment and Station Options

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HIGH-SPEED TRAINS

High-Speed Trains Would:

- Use state-of-the-art electrically powered steel-wheel-on-steel-rail technology with automatic train control.
- Be fully grade separated (no auto or pedestrian crossing on tracks), have fences to prevent intrusion, and be completely double tracked with four tracks at intermediate stations to provide express services.
- Carry up to an estimated 68 million passengers annually by 2020.
- Use technology that has been extensively proven in Japan for over 40 years and Europe for over 25 years and is the safest most reliable form of transportation.
- Achieve maximum speeds of over 200 mph.


France—TGV


Germany—ICE


Japan—Shinkansen

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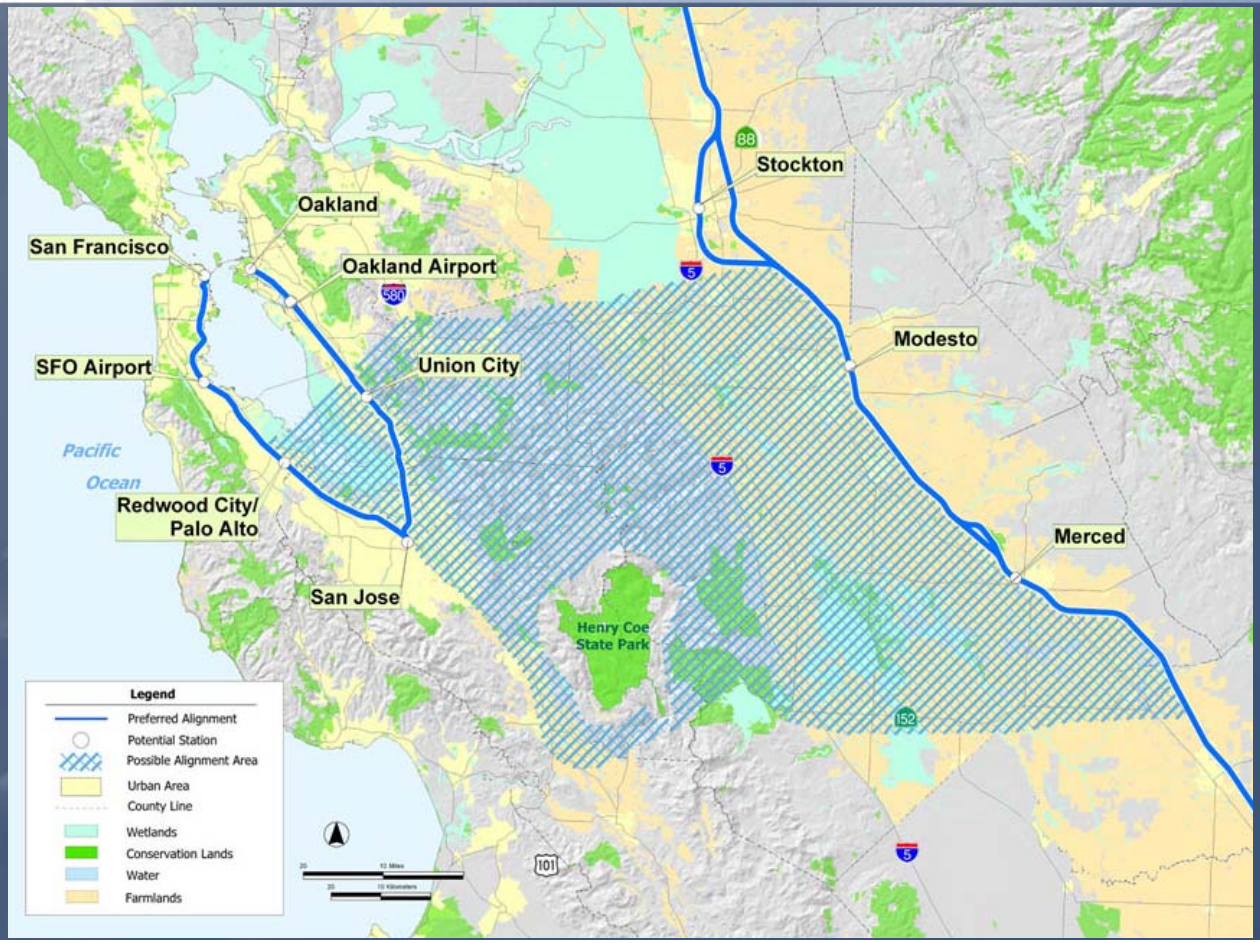
BAY AREA TO CENTRAL VALLEY STUDY AREA



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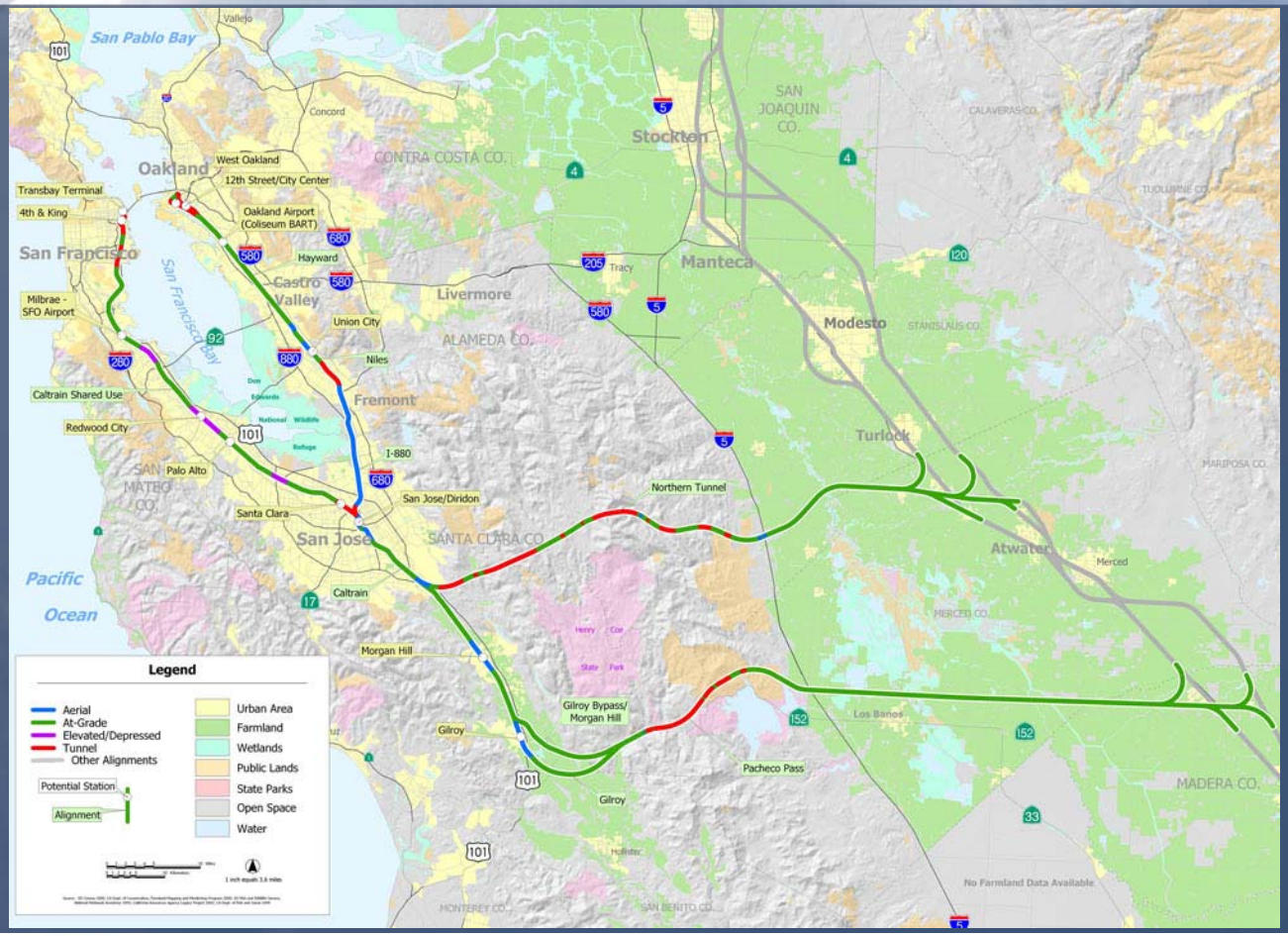
OPTIONS EVALUATED IN STATEWIDE PROGRAM EIR/EIS



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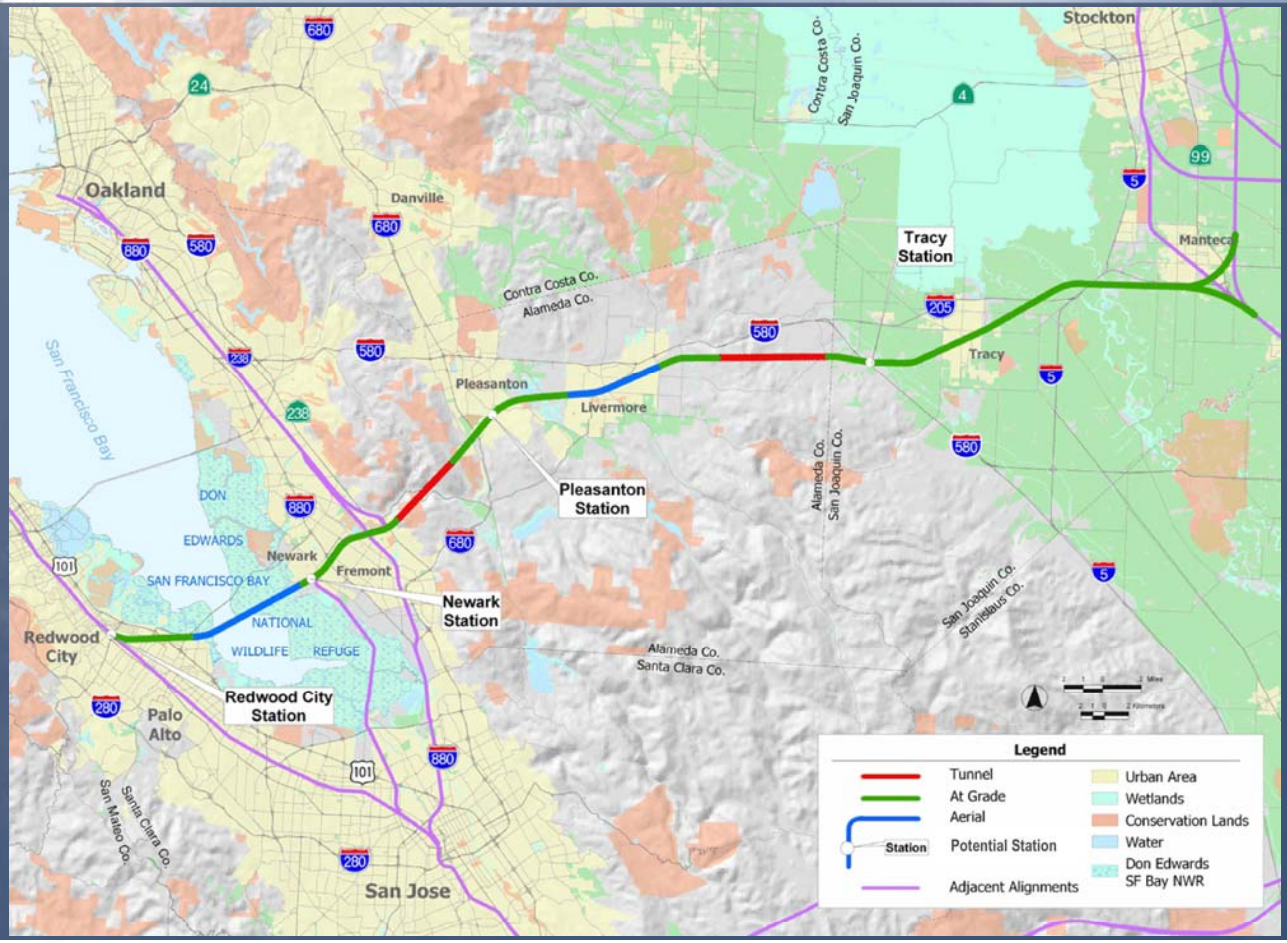
ALTAMONT PASS ALIGNMENT FROM 1999 CORRIDOR EVALUATION



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WHY PROGRAM EIR/EIS?

- Builds on Recent Statewide Program EIR/EIS
- Addresses State and Federal Environmental Requirements
- Appropriate for Project of This Scale and Magnitude
- Formally Engages Public and Agencies
- Considers Environmental Impacts at a Program Level
- Analyzes a Range of HST Alignment Alternatives
- Streamlines Overall Environmental Process
- Supports Selection of a Preferred Corridor/General Alignment and Station Locations from the Bay Area to the Central Valley

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ENVIRONMENTAL ISSUES TO BE ANALYZED INCLUDE:

- Biological Resources—Section 7
- Wetlands/Waters of the United States—Section 404
- Flood Hazards, Floodplains, and Water Quality
- Air Quality
- Noise/Vibration
- Community Impacts/Environmental Justice
- Historic/Archeological Resources—Section 106
- Land Use, Development, Planning, and Growth
- Farmlands
- Parks and Recreational Facilities—Section 4(f)
- Visual Quality and Aesthetics
- Construction Impacts
- Cumulative Impacts

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KEY HIGH-SPEED TRAIN ISSUES

- Accessibility of Stations
- Connectivity with Other Modes
- Constructability
- Power Supply/Energy Requirements
- Right-of-Way Constraints
- Safety
- Station Development

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PROGRAM EIR/EIS OUTCOMES

- NEPA and CEQA Documentation
- Preferred Bay Area to Central Valley Corridor/General Alignment and Station Locations
- Identify Corridor/Right-of-Way Preservation Needs
- Streamline Environmental Process for Future Implementation

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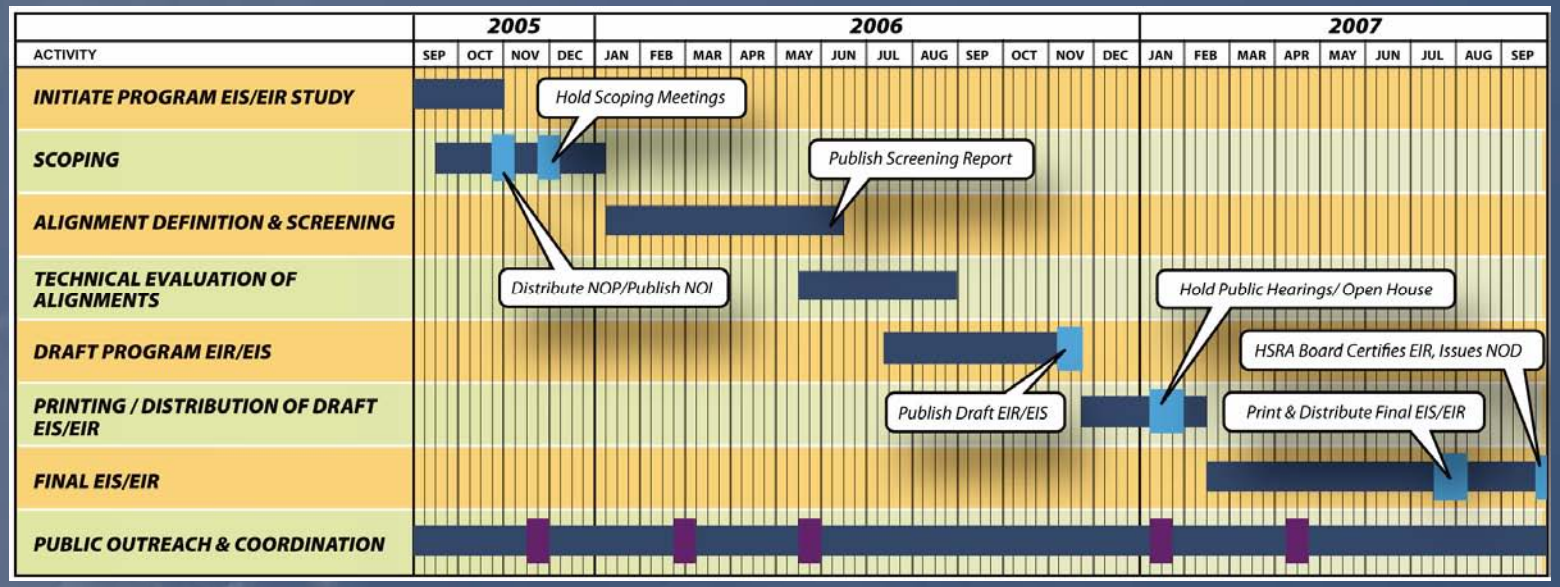
SUMMARY SCHEDULE OF BAY AREA TO CENTRAL VALLEY PROGRAM EIR/EIS



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